

Nashua Transit System

ID Number: 1087

City Hall, 229 Main Street
Nashua, NH 03061-2019

Chief Executive Officer: Bernard A. Streeter,
Mayor-City of Nashua
(603)594-3380

System Wide Information

Modal Information

General Information		Financial Information		Characteristics		Demand
Urbanized Area (UZA) Statistics — 1990 Census		Fare Revenues Earned				Bus Response
Nashua, NH		Directly Operated	\$0	Operating Expense	\$507,934	\$505,695
Square Miles	44	Purchased Transportation	199,467	Capital Funding	\$263,930	\$252,490
Population	96,791	Total Fare Revenues Earned	\$199,467	Annual Passenger Miles	1,141,790	425,890
Population Ranking out of 405 UZA's	232	Sources of Operating Funds Expended		Annual Vehicle Revenue Miles	181,589	240,848
Service Area Statistics		Passenger Fares	\$199,467	Annual Unlinked Trips	256,582	50,046
Square Miles	32	Local Funds	314,159	Average Weekday Unlinked Trips	905	193
Population	82,750	State Funds	89,694	Annual Vehicle Revenue Hours	14,108	15,285
Service Consumption		Federal Assistance	376,810	Fixed Guideway Directional Route Miles	0.0	N/A
Annual Passenger Miles	1,567,680	Other Funds	33,499	Vehicles Available for Maximum Service	7	10
Annual Unlinked Trips	306,628	Total Operating Funds Expended	\$1,013,629	Average Fleet Age in Years	12.0	5.0
Average Weekday Unlinked Trips	1,098	Summary of Operating Expenses		Vehicles Operated in Maximum Service	6	8
Average Saturday Unlinked Trips	480	Salaries, Wages and Benefits	\$0	Peak to Base Ratio	0.8	N/A
Average Sunday Unlinked Trips	0	Materials and Supplies	0	Percent Spares	17%	25%
Service Supplied		Purchased Transportation	1,013,629	Incidents	2	1
Annual Vehicle Revenue Miles	422,437	Other Operating Expenses	0	Patron Fatalities	0	0
Annual Vehicle Revenue Hours	29,393	Total Operating Expenses	\$1,013,629	Performance Measures		
Vehicles Available for Maximum Service	17	Reconciling Cash Expenditures	\$0	Service Efficiency		
Vehicles Operated in Maximum Service	14	Sources of Capital Funds Expended		Operating Expense per Vehicle Revenue Mile	\$2.80	\$2.10
Base Period Requirement	6	Local Funds	\$103,284	Operating Expense per Vehicle Revenue Hour	\$36.00	\$33.08
Vehicles Operated in Maximum Service		State Funds	0	Cost Effectiveness		
Uses of Capital Funds		Federal Assistance	413,136	Operating Expense per Passenger Mile	\$0.44	\$1.19
		Total Capital Funds Expended	\$516,420	Operating Expense per Unlinked Passenger Trip	\$1.98	\$10.10
				Service Effectiveness		
				Unlinked Passenger Trips per Vehicle Revenue Mile	1.41	0.21
				Unlinked Passenger Trips per Vehicle Revenue Hour	18.19	3.27

Sources of Operating Funds Expended		Sources of Capital Funds Expended	
Local	31%	Local	20%
State	9%	Federal	80%
Federal	37%		
Fares	20%		
Other	3%		

The figure consists of three pie charts illustrating the distribution of transit funds:

- Sources of Operating Funds Expended:** Local (31%), State (9%), Federal (37%), Fares (20%), Other (3%).
- Sources of Capital Funds Expended:** Local (20%), Federal (80%).
- Operating Funds by Source:** Local (31%), State (9%), Federal (37%), Fares (20%), Other (3%).

The figure displays six line graphs tracking performance metrics from 1995 to 1999:

- Bus Operating Expense per Vehicle Revenue Mile:** Shows a general downward trend from approximately \$2.80 in 1995 to \$2.10 in 1999.
- Bus Operating Expense per Passenger Mile:** Shows a slight upward trend from approximately \$0.44 in 1995 to \$1.19 in 1999.
- Bus Passenger Trips per Vehicle Revenue Mile:** Shows a fluctuating trend, starting around 1.41 in 1995 and ending at 0.21 in 1999.
- Demand Response Operating Expense per Vehicle Revenue Mile:** Shows a relatively stable trend, hovering around \$1.98 throughout the period.
- Demand Response Operating Expense per Passenger Mile:** Shows a slight upward trend from approximately \$0.44 in 1995 to \$1.19 in 1999.
- Demand Response Passenger Trips per Vehicle Revenue Mile:** Shows a fluctuating trend, starting around 1.41 in 1995 and ending at 0.21 in 1999.

Data Source: 1999 National Transit Database